

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping

Shipping.

Steamers.

**THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.**

FOR SHANGHAI.

The Co.'s Steamship
 **R. H. MACHUGH,** Com-
mander, will be despatched
for the above Port on **WEDNESDAY**
the 20th Instant, at daylight.

For Freight, &c., apply to
ARNHOLD, KARLBERG & Co.,
Agents.

Hongkong, July 16, 1887. 1385

THE DEN LINE OF STEAMERS.

FOR LONDON.

The British Steamer
 **Bonglo,**
Capt. FARQUHAR, will be

or about the 20th Instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, July 6, 1887. 127

UNION LINE.

FOR KOBE AND YOKOHAMA.

The Steamship
Travancore,
Captain **LOGAN,** will be
despatched for the above
Ports on **THURSDAY, the 21st Instant,**
at 4 p.m.

For Freight or Passage, apply to
GUTHRIE & Co.,

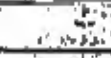
Agents.


Hongkong, July 14, 1887. 132

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rate
for NINGPO, CHEFOO, & NEW
CHANG TSIEN, HANKOW and
Ports en route YANTZSE.)

The Co.'s Steamship
Fremont, Captain WESSER, will
be despatched as above
on **THURSDAY**, the 21st Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,

Hongkong, July 14, 1887.	132
<p>OCEAN STEAMSHIP COMPANY. FOR LONDON & THE CONTINENT. The Co.'s Steamship  Capt. ANDERSON, will be despatched as above on FRIDAY, the 22nd Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.</p>	
Hongkong, July 15, 1887.	133
<p>NOTICE</p>	

COMPAGNIE DES MESSAGERIES
MARITIMES.
 PAQUEBOT POSTE FRANÇAIS.

 The Co.'s Steamship
Tancais,
 Commandant *LUZARD*
 will be dispatched to
 KOBE and YOKOHAMA shortly after the
 arrival of the Mail Steamer from Europe.
 G. DE CHAMPEAUX,
Agent.
 Hongkong, July 12, 1887.

- MARITIMES.

PAQUEBOT POSTE FRANÇAIS.



The Co.'s Steamship
And
Commandant VIMOST
will be dispatched for
SHANGHAI shortly after her arrival from
Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 19, 1887. 1820

CHINA NAVIGATION COMPANY,
LIMITED.

MELBOURNE, VIA FOOCHOW.

 The Co.'s Steamship
Tsien,
ARLSON, Commander,
will be despatched as
above on MONDAY, the 20th July, at
4 P.M.

The attention of Passengers is directed
to the Superior Accommodation offered by
this Steamer. First-class Saloon and Cabins
are situated forward of the Engines.
Second Class Passengers are berthed in the
 poop. A Refrigerating Chamber ensures
the supply of Fresh Provisions during the
entire voyage.

An experienced Surgeon is on-board.

For Freight or Passage, apply to
BUTCHER & CO., STEAMERS

Agents,

Hongkong, July 16, 1887,	1343
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Sailing Vessels,

FOR SAN FRANCISCO.

The 323 T-1 American Bar-

guington

Mathe N. Bangs,

Master, will leave here

for the above Port, and will have quick

despatch.

For Freight, apply to

CONSALVES & Co.

Hongkong, July 16, 1887,	1333
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THE *Japan Gazette* says:—The enterprising proprietors of the *To-day's N* us, a Japanese paper which has recently come from a lengthy suspension, have decided to employ girls from thirteen to sixteen years of age to distribute their paper. The girls are to be dressed in clothes made of foreign style, and are to be armed with uniform umbrellas. Who dares to speak female disabilities after this? It is hoped the wicked nawaboyas will give weaker rivals a chance.

honour, and the French Eagle fraternize
with him. I think, therefore, that our
national fowl is a bird to be proud of, and
hold that the bit of striped and spangled
bunting he carries in his beak is just about
the all-greatest banner that flutters between
heaven and earth.

If you agree with me, Fellow-countryman,
and I'll bet my bottom dollar you will—
—you will please charge your glasses so
I can drink with me to "The Bird, the Flag and
the Home of Freedom."

Majesty's Principal Secretary of State for Foreign Affairs on the subject—
I am, Sir, Your obedient servant,
(Sd.) F. R. PLUNKETT.
Telegram No. 14.—Sir F. Plunkett to the Marquis of Salisbury, K.G.
Tokyo, June 29th, 1887.
British merchants Yokohama address earnest prayer for subsidy fortnightly mail service by Canadian Pacific. I entreat share their views and strongly recommend.
(Sd.) F. R. PLUNKETT.

lodging-houses were greatly overcrowded and who received warning to abate such overcrowding on the 19th of April last, was considered. Resolved,—that in consequence of the instructions received from the Government, the Secretary will take the necessary steps to prosecute, under section 3 of Ordinance 7 of 1833, the householders who have been warned to abate overcrowding in their houses, if such overcrowding still continues.

The necessity of removing the present

for the right to manufacture prepared opium, the local applicants might stretch a point, and contribute a fair sum to the revenue of the Territory for the privilege of manufacturing at this port. In fact, if the suggestion is adopted, it would be wiser to fix either a yearly payment for the monopoly, or a fixed rate for every pound of opium manufactured for local consumption or export. There are two arguments strongly in favour of permission being given to establish the proposed industry in

ated at the king's cotton in fortifying the
stone walls, and taking in supplies of food
and clothing there, and that American and
British residents have applied to their respec-
tive governments for protection, and
have asked that if of-war be ordered to
Honolulu. It was even rumoured that a
revolution had begun. Rev. Dr. J. A.
Johnson, who had been in Honolulu several
years and returned on the *Australia*, said:
"When I left Honolulu on the 7th the
city was in a condition of seething discon-

Humidity, in percentage of saturation, the
 quantity of air saturated with moisture being
 Direction of Wind, to two points.
 Force of Wind, according to Beaufort
 State of Weather, δ blue sky, δ de-
 clouds, δ drizzling rain, δ fog, δ gloomy,
 δ lightning, δ overcast, δ partial showers,
 fully, δ rain, δ snow, δ thunder, δ visibility,
 δ (wet).
 Rain, in inches, tenths, and hundredths.

Humidity, in percentage of saturation, the
 quantity of air saturated with moisture being
 Direction of Wind, to two points.
 Force of Wind, according to Beaufort
 State of Weather, δ blue sky, δ de-
 clouds, δ drizzling rain, δ fog, δ gloomy,
 δ lightning, δ overcast, δ partial showers,
 fully, δ rain, δ snow, δ thunder, δ visibility,
 δ (wet).
 Rain, in inches, tenths, and hundredths.

Mails.

CANADIAN PACIFIC LINE.
TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES, AND STEAMERS.

THE British Steamship *ADYSSINIA*,
3,651 Tons Register, ALK. MAR-
SHALL, Commander, will be despatched for
VANCOUVER, B.C., and KOREA and
YOKOHAMA, on FRIDAY, the 20th
July, at 3 p.m.
To be followed by S.S. *PARTHA*,
on the 29th August.

These steamers, formerly in the Cunard
Service, lately received New Engines and
Boilers, and can maintain a speed of 14
knots to 15 knots.
Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with San Fran-
cisco by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY.

The attention of the Canadian Pacific
Railway, being the best built and most
splendidly equipped line ever constructed
on the American Continent, and specially
adapted for Summer travelling.

Consular Invoices for Goods to United
States ports should be forwarded in quad-
uplicate, addressed by Mr. D. E. L.
Snow, District Freight Agent, Vancouver,
B.C., and sent to us.

Freight will be received on board until
4 p.m. on the 28th July.
All Parcels must be sent to our Office
and should be marked to address in full,
and the same will be received by us until
6 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 18, 1887. 1339

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *BEALIC* will be
despatched for San Francisco, via
Yokohama, on THURSDAY, the 4th
August, at 3 p.m.
Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full, and sent to our Office
at the Company's Office, until 6 p.m. the
day previous to sailing.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a discount of 95% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Office,
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 504, Queen's Road Central,
C. D. HARMAN,
Agent.

Hongkong, July 15, 1887. 1315

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID, TRIESTE,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON THURSDAY, the 4th day of August,
1887, at 4 p.m., the Company's
S.S. *PREUSSEN*, Captain C. Pöhlz,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at 3 p.m.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until
3 p.m. on the 3rd August. (Parcels are
not to be sent on board; they must be
left at the Agency's Office, Contents and
Values of Packages are required.)

The Steamer Inexpensive Accommodation
and carries a Doctor and Stewards.
For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, July 9, 1887. 1291

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

Runs daily as a Ferry Boat between
Peking's Wharf and Tsim-Tse-Tai at the
following hours:—This Time Table will
take effect from the 15th April, 1887.

WEEK DAYS.

Leaves Peking's Wharf. Leaves Tsim-Tse-Tai.
6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M.
8.00 " 8.30 " 9.30 " 10.30 "
9.00 " 9.30 " 10.30 " 11.30 "
10.00 " 10.30 " 11.30 " 12.30 "
11.00 " 11.30 " 12.30 " 1.00 P.M.
12.00 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M.
2.30 " 3.00 " 3.30 " 4.00 "
3.30 " 4.00 " 4.30 " 5.00 "
4.00 " 4.30 " 5.00 " 5.30 "
4.30 " 5.00 " 5.30 " 6.00 "
5.00 " 5.30 " 6.00 " 6.30 "
5.30 " 6.00 " 6.30 " 7.00 "
6.00 " 6.30 " 7.00 " 7.30 "
6.30 " 7.00 " 7.30 " 8.00 "

* There will be no Launch on Monday
and Friday, on account of coaling.

The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
due notice will be given of any stoppages.

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND BLACK
SEA PORTS,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 21st instant,
at Noon, the Company's Steamship
ORUS, Commandant GUARD, with
MALES, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the above
places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Parcels will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on the
20th instant. (Parcels are not to be
sent on board; they must be left at the
Agency's Office.)

Contents and values of Packages are re-
quired. For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, July 8, 1887. 1289

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
NEW YORK* will be despatched for
San Francisco, via Yokohama, on
SATURDAY, the 23rd July, at 3 p.m.,
taking Passengers and Freight by Japan
and the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Indian Oceans of the United States, via Over-
land Railways, to Havana, Puerto Rico,
Santo Domingo, and ports in Mexico, Central
and South America, by the Company's land
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a discount of 95% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Vered
Parcels will be received at the office until
4 p.m. the same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
or Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central,
C. D. HARMAN,
Agent.

Hongkong, June 30, 1887. 1229

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure
of each English and French Mail
Steamer for Europe. Formerly the Over-
land issue was published fortnightly; but
since the acquisition of special importance that
a weekly budget of news should be prepared,
it was decided to issue it weekly. Sub-
scribers at Home, and those at the Coast
Ports and in the interior, who find the
Overland edition a convenient form of news-
paper for their personal use, will welcome the
change. The *Overland China Mail*, new a
weekly compendium of news from the Far
East, contains special Commercial Intelli-
gence, special tables of Shipping, and other
information. The various Reports of Courts
and Meetings, and all other news, are given
in full as they appear in the Daily Press.

The attention of Advertisers is directed
to a weekly newspaper, which is circulated
among old China hands and others, both
at home and in the Far East, who do not
take the daily journals.

The *Overland China Mail* will be regularly
posted from the Chinese Mail Office to sub-
scribers, on their addresses being forwarded to
us.

SUBSCRIPTION:
Per Annum, . . . \$12.00, postage, \$1.00
Quarterly, . . . 3.00, " . . . 0.25
Single Copy, . . . 0.50.
China Mail Office, Hongkong.

THE CHINESE MAIL.

THIS paper is now issued every day.

The subscription is fixed at Four
Dollars per annum delivered in Hong-
kong, or Ten Dollars Forty Cents, in-
cluding postage to Coast ports.

It is the first Chinese Newspaper ever
issued under purely native direction. The
chief support of the paper is of course
derived from the native community,
amongst whom also are to be found the
gentry and the mercantile necessary to
place it on a business and legal footing.

The projectors, basing their estimates
upon the most reliable information from
the various Ports in China and Japan—
from Australia, California, Singapore, Pen-
ang, Saigon, and other places frequented by
the Chinese—consider themselves justified
in guaranteeing a large and ever-increasing
circulation. The advantages offered to ad-
vertisers are therefore unusually great, and
the foreign community generally will find
it to their interest to avail themselves of
them.

The field open to a paper of this descrip-
tion—conducted by native efforts, but
progressive and anti-obstructive in tenor—is
almost limitless. It on the one hand
commands Chinese belief and interest,
while on the other it deserves every ad-
vice that can be given to it by foreigners.
Like English journals it contains Editorials,
with local, Shipping, and Commercial
News and Advertisements.

Subscription orders for the above may be
sent to
GEO. MURRAY BAIN,
China Mail Office.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

FIFTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
affairs by the dissemination of Notes and
Queries on China and Japan, has reached its
fourteenth volume. The Review discusses
those topics which are of importance in the
minds of students of the Far East, and
about which every intelligent person con-
nected with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
papers on the Arts, Sciences, Ethnology,
Geography, History, Literature, Mythology,
Natural History, Antiquities, and Social
Manager and Customs, etc., etc., of
China, Japan, Mongolia, Tibet, and the
Tibetan generally. Recently a new de-
partment has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be made more generally
useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
literature on China, and to give
concise summaries of the latest news and
publications as reported in forward works
to a Editor, China Review, care of China
Mail Office.

The Notes and Queries are still continued,
and form an important means of obtaining
from our intelligent readers accurate knowl-
edge on obscure points.

The Correspondents' column also affords
farther and greater facilities for the inter-
change of views and discussion of various
topics.

Original publications in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers contributed by the
members of the various Consular, Impe-
rial Customs, and Hongkong Services,
and also by the Missionary bodies amongst
whom a high degree of Chinese scholarship is
considered cultivated. Amongst the
regular contributors are:—Dr. Chalmers,
Eliel, Bretschneider, and Herr Professor
Legeze, and Messrs Balfour, Watson, Scott,
Phillips, Maclellan, Groll, Jamieson,
Faber, Knapton, Parker, Playfair, Giles,
Piton, and Taylor—all well-known names,
indicative of sound scholarship and thorough
mastery of their subjects.

The Subscription is fixed at \$5.00 per
annum, postage included—payable in ad-
vance. Orders for binding volumes will be
promptly attended to. Address: "China
Review, China Mail Office."

OPINIONS OF THE PRESS.

All our learned associates should sub-
scribe to this scholarly and entertaining Re-
view. The *Chinese Recorder & Herald* (U.S.)
says: "The *China Review* is a very in-
teresting and valuable publication."
The *Public Opinion* always contains subjects
of interest to its readers in the Far East,
and the present issue will find its way into
the hands of many a student of Chinese
affairs. The *Chinese Recorder & Herald* says:
"The *China Review* is a very interesting
and valuable publication. It contains a
great deal of interesting and valuable in-
formation, and is a very useful addition
to the library of every student of Chinese
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Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate notice, the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing as follows:—

Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C.

Shipping or midway between each shore are marked, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peking's Wharf.
6. From Peking's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name. Captain. Flag and Rig. Tons. Date of Arrival. Consignee or Agents. Destination. Remarks.

Schooners
Academy. 3 h. Kowloon. Dan. str. 355 July 14 Arnold, Karberg & Co. Haiphong
Albany. 3 c. Kowloon. Dan. str. 1830 July 14 Arnold, Karberg & Co. Haiphong
Amoy. 3 c. Kowloon. Dan. str. 814 July 14 Arnold, Karberg & Co. Haiphong
Bajan. 3 c. Kowloon. Dan. str. 87 June 14 Arnold, Karberg & Co. Haiphong
Borneo. 3 c. Kowloon. Dan. str. 1434 July 14 Arnold, Karberg & Co. Haiphong
Caribbe. 3 c. Kowloon. Dan. str. 973 July 14 Arnold, Karberg & Co. Haiphong
Ching-ko. 3 c. Kowloon. Dan. str. 1556 July 14 Arnold, Karberg & Co. Haiphong
City of New York. 3 c. Kowloon. Dan. str. 3120 July 14 Arnold, Karberg & Co. Haiphong
Crosader. 3 c. Kowloon. Dan. str. 648 Nov. 14 Arnold, Karberg & Co. Haiphong
Dunbar. 3 c. Kowloon. Dan. str. 661 July 14 Arnold, Karberg & Co. Haiphong
Emerald. 3 c. Kowloon. Dan. str. 395 July 14 Arnold, Karberg & Co. Haiphong
Fiji. 3 c. Kowloon. Dan. str. 149 July 14 Arnold, Karberg & Co. Haiphong
Glenelg. 3 c. Kowloon. Dan. str. 1139 July 14 Arnold, Karberg & Co. Haiphong
Glenelg. 3 c. Kowloon. Dan. str. 224 July 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 1122 July 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 1282 July 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 1109 July 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 1493 July 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 1092 July 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 1726 June 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 859 July 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 1427 July 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 761 July 14 Arnold, Karberg & Co. Haiphong
Haiphong. 3 c. Kowloon. Dan. str. 1729 July 14 Arnold, Karberg & Co. Haiphong
Haiphong.